PUMP DRIVE HEAD WITH STUFFING BOX

FIELD OF THE INVENTION

The present invention relates generally to progressing cavity pump oil well installations and, more specifically, to a drive head for use in progressing cavity pump oil well installations.

BACKGROUND OF THE INVENTION

Progressing cavity pump drives presently on the market have weaknesses with respect to the stuffing box, backspin retarder and the power transmission system. Oil producing companies need a pump drive which requires little or no maintenance, is very safe for operating personnel and minimizes the chances of product leakage and resultant environmental damage. When maintenance is required on the pump drive, it must be safe and very fast and easy to do.

Due the abrasive sand particles present in crude oil and poor alignment between the wellhead and stuffing box, leakage of crude oil from the stuffing box is common in some applications. This costs oil companies money in service time, down time and environmental clean up. It is especially a problem in heavy crude oil wells in which the oil is often produced from semi-consolidated sand formations since loose sand is readily transported to the stuffing box by the viscosity of the crude oil. Costs associated with stuffing box failures are one of the highest maintenance costs on many wells.

Servicing of stuffing boxes is time consuming and difficult. Existing stuffing boxes are mounted below the drive head. Stuffing boxes are typically separate from the drive and are mounted in a wellhead frame such that they can be serviced from below the drive head without removing it. This necessitates mounting the drive head higher, constrains the design and still means a difficult service job. Drive heads with integral stuffing boxes mounted on the bottom of the drive head have more recently entered the market. In order to service the stuffing box, the drive must be removed which necessitates using a rig with two winch lines, one to support the drive and the other to hold the polished rod. This is more expensive and makes servicing the stuffing box even more difficult. As a result, these stuffing boxes are typically exchanged in the field and the original stuffing box is sent back to a service shop for repair—still unsatisfactory.

Due to the energy stored in wind up of the sucker rods used to drive the progressing cavity pump and the fluid column on the pump, each time a well shuts down a backspin retarder brake is required to slow the backspin shaft speed to a safe level and dissipate the

energy. Because sheaves and belts are used to transmit power from the electric motor to the pump drive head on all existing equipment in the field, there is always the potential for the brake to fail and the sheaves to spin out of control. If sheaves turn fast enough, they will explode due to tensile stresses which result due to centrifugal forces. Exploding sheaves are very dangerous to operating personnel.

SUMMARY OF THE INVENTION

The present invention seeks to address all these issues and combines all functions into a single drive head . The drive head of the present invention eliminates the conventional belts and sheaves that are used on all drives presently on the market, thus eliminating belt tensioning and replacement. Elimination of belts and sheaves removes a significant safety hazard that arises due to the release of energy stored in wind up of rods and the fluid column above the pump.

One aspect of the invention relates to a centrifugal backspin retarder, which controls backspin speed and is located on a drive head input shaft so that it is considerably more effective than a retarder located on the output shaft due to its mechanical advantage and the higher centrifugal forces resulting from higher speeds acting on the centrifugal brake shoes. A ball-type clutch mechanism is employed so that brake components are only driven when the drive is turning in the backspin direction, thus reducing heat buildup due to viscous drag.

Another aspect of the present invention relates to the provision of an integrated rotating stuffing box mounted on the top side of the drive head, which is made possible by a unique standpipe arrangement. This makes the stuffing box easier to service and allows a pressurization system to be used such that any leakage past the rotating seals or the standpipe seals goes down the well bore rather than spilling onto the ground or into a catch tray and then onto the ground when that overflows.

In the present invention, only one winch line is required to support the polish rod because the drive does not have to be removed to service the stuffing box. In order to eliminate the need for a rig entirely, a still further aspect of the present invention provides a special clamp integrated with the drive head to support the polished rod and prevent rotation while the stuffing box is serviced. Preferably, blow out preventers are integrated into the clamping means and are therefore closed while the stuffing box is serviced, thus preventing any well fluids from escaping while the stuffing box is open.

According to the present invention then, there is provided a drive head assembly for use to fluid sealingly rotate a rod extending down a well, comprising a rotatable sleeve adapted to concentrically receive a portion of said rod therethrough; means for drivingly

connecting said sleeve to the rod; and a prime mover drivingly connected to said sleeve for rotation thereof.

According to another aspect of the present invention then, there is also provided in a stuffing box for sealing the end of a rotatable rod extending from a well bore, the improvement comprising a first fluid passageway disposed concentrically around at least a portion of the rod passing through the stuffing box; a second fluid passageway disposed concentrically inside said first passageway, said second passageway being in fluid communication with wellhead pressure during normal operations; said first and second passageways being in fluid communication with one another and having seal means disposed therebetween to permit the maintenance of a pressure differential between them; and means to pressurize fluid in said first passageway to a pressure in excess of wellhead pressure to prevent the leakage of well fluids through the stuffing box.

According to another aspect of the present invention then, there is also provided a drive head for use with a progressing cavity pump in an oil well, comprising a drive head housing; a drive shaft rotatably mounted in said housing for connection to a drive motor; an annular tubular sleeve rotatably mounted in said housing and drivingly connected to said drive shaft; a tubular standpipe concentrically mounted within said sleeve in annularly spaced relation thereto defining a first tubular fluid passageway for receiving fluid at a first pressure and operable to receive a polished rod therein in annularly spaced relation defining a second tubular fluid passageway exposed to oil well presure during normal operation; seal means disposed in said first fluid passageway; means for maintaining the fluid pressure within said first fluid passageway greater than the fluid pressure in said second fluid passageway; and means for releasably drivingly connecting said sleeve to a polished rod mounted in said standpipe.

According to another aspect of the present invention them, there is also provided in a drive head for rotating a rod extending down a well, the drive head having an upper end and a lower end, the improvement comprising a stuffing box for said rod integrated into the upper end of said drive head to enable said stuffing box to be serviced without removing said drive head from the well.

BRIEF DESCRIPTION OF THE DRAWINGS

These and other features of preferred embodiments of the present invention will become more apparent from the following description in which reference is made to the appended drawings in which:

Figure 1 is a view of a progressing cavity pump oil well installation in an earth formation with a typical drive head, wellhead frame and stuffing box;

Figure 2 is a view similar to the upper end of **Figure 1** but illustrating a conventional drive head with an integrated stuffing box extending from the bottom end of the drive head;

Figure 3 is a cross-sectional view according to a preferred embodiment of the present invention;

Figure 4 is an enlarged, partially broken cross-sectional view of the drive head of **Figure 3** including the main shaft and stuffing box thereof modified to include an additional pressure control system;

Figure 5 is an enlarged cross-sectional view of the pressure control system shown in **Figure 4**;

Figure 6 is a cross-sectional view of another preferred embodiment of the drive head including a floating labyrinth seal;

Figure 7 is an enlarged cross sectional view of the floating labyrinth seal shown in **Figure 6**;

Figure 8 is a cross sectional view of another embodiment of the drive head including a top mounted stuffing box which is not pressurized;

Figure 9 is a cross sectional view of another embodiment of the drive head with a hydraulic motor and another embodiment of the floating labyrinth seal;

Figure 10 is a side elevational cross-sectional view of a centrifugal backspin retarder according to a preferred embodiment of the present invention;

Figure 11 is a plan view of the centrifugal backspin retarder shown in **Figure 10**;

Figure 12 is a partially broken, cross-sectional view illustrating ball actuating grooves formed in the driving and driven hubs of the centrifugal backspin retarder shown in **Figure 10** when operating in the forward direction;

Figure 13 is similar to **Figure 12** but illustrates the backspin retarder being driven in the backwards direction when the retarder brakes are engaged;

Figure 14 is a side elevational, cross-sectional view of one embodiment of a polished rod lock-out clamp according to the present invention;

Figure 15 is a top plan view of the clamp of **Figure 14**;

Figure 16 is a side elevational, cross-sectional view of another embodiment of a polished rod lock-out clamp according to the present invention;

Figure 17 is a top plan view of the claim of **Figure 16**;

Figure 18 is a side elevational, cross-sectional view of another embodiment of a polished rod lock-out clamp according to the present invention;

Figure 19 is a top plan view of the clamp of **Figure 18**;

Figure 20 is a side elevational, cross-sectional view of one embodiment of a blow-out preventer having an integrated polished rod lock-out clamp according to the present invention; and

Figure 21 is a top plan view of the clamp of **Figure 20.**

DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS OF THE INVENTION

Figure 1 illustrates a known progressing cavity pump installation **10**. The installation includes a typical progressing cavity pump drive head **12**, a wellhead frame **14**, a stuffing box **16**, an electric motor **18**, and a belt and sheave drive system **20**, all mounted on a flow tee **22**. The flow tee is shown with a blow out preventer **24** which is, in turn, mounted on a wellhead **25**. The drive head supports and drives a drive shaft **26**, generally known as a "polished rod". The polished rod is supported and rotated by means of a polish rod clamp **28**, which engages an output shaft **30** of the drive head by means of milled slots (not shown) in both parts. Wellhead frame **14** is open sided in order to expose polished rod **26** to allow a service crew to install a safety clamp on the polished rod and then perform maintenance work on stuffing box **16**. Polished rod 26 rotationally drives a drive string **32**, sometimes referred to as "sucker rods", which, in turn, drives a progressing cavity pump **34** located at the bottom of the installation to produce well fluids to the surface through the wellhead.

Figure 2 illustrates a typical progressing cavity pump drive head **36** with an integral stuffing box **38** mounted on the bottom of the drive head and corresponding to that portion of the installation in **Figure 1** which is above the dotted and dashed line **40**. The main advantage of this type of drive head is that, since the main drive head shaft is already supported with bearings, stuffing box seals can be placed around the main shaft, thus improving alignment and eliminating contact between the stuffing box rotary seals and the polished rod. This style of drive head reduces the height of the installation because there is no wellhead frame and also reduces cost because there is no wellhead frame and there are fewer parts since the stuffing box is integrated with the drive head. The main disadvantage is that the drive head must be removed to do maintenance work on the stuffing box. This necessitates using a service rig with two lifting lines, one to support the polished rod and the other to support the drive head.

The drive head of the present invention is arranged to be connected directly to and between an electric or hydraulic drive motor and a conventional flow tee of an oil well

installation to house drive means for rotatably driving a conventional polished rod, and for not only providing the function of stuffing box, but one which can be accessed from the top of the drive head to facilitate servicing of the drive head and stuffing box components.

Another preferred aspect of the present invention is the provision of a polished rod lock-out clamp for use in clamping the polished rod during drive head servicing operations. The clamp can be integrated with the drive head or provided as a separate assembly below the drive head. Finally, the drive head may be provided with a backspin retarder to control backspin of the pump drive string following drive shut down.

Referring to **Figures 3** and **4**, the drive head assembly according to a preferred embodiment of the present invention is generally designated by reference numeral **5** and comprises a drive head **50** and a prime mover such as electric motor **18** to actuate drive head **50** and rotate polished rod **26** as will be described below. The drive head assembly includes a housing **52** in which is mounted an input or drive shaft **54** connected to motor **18** for rotation and, as part of the drive head **50**, an output shaft assembly **56** drivingly connected to a conventional polished rod **26**. Drive shaft **54** is connected directly to electric drive motor **18**, eliminating the conventional drive belts and sheaves and the disadvantages associated therewith. Output shaft assembly **56** provides a fluid seal between the fluid in drive head **50** and formation fluid in the well. The fluid pressure on the drive head side of the seal is above the wellhead pressure. The fluid seal provides the functions of a conventional stuffing box and, accordingly, not only eliminates the need for a separate stuffing box, which further reduces the height of the assembly above the flow tee, but is easily serviceable from the top of the drive head, as will be explained.

Electric motor **18** is secured to housing **52** by way of a motor mount housing **60** which encloses the motor's drive shaft **62** which in turn is drivingly connected to drive shaft **54** by a releasable coupling **64** known in the art. Drive shaft **54** is rotatably mounted in upper and lower shaft bearing assemblies **66** and **68** , respectively, which are secured to housing **52.** The lower end of drive shaft **54** is advantageously coupled to a centrifugal backspin retarder **70** and to an oil pump **72.** A drive gear **74** is mounted on drive shaft **54** and meshes with a driven gear **76** .

Driven gear **76** is drivingly connected to and mounted on a tubular sleeve **80** which is part of tubular output shaft assembly **56** . Depending on the viscosity or weight of the fluids being produced from the well, the ratios between the drive and driven gears can be changed for improved operation. Part of assembly **56** functions as a rotating stuffing box as will now be described.

Sleeve **80** is mounted for rotation in upper and lower bearing cap assemblies **84** and **86**, respectively, secured to housing **52** as seen most clearly in **Figure 4**. Upper bearing cap assembly **84** houses a roller bearing **88** and lower bearing cap **86** houses a thrust roller bearing **90** which vertically supports and locates sleeve **80** and driven gear **76** in the housing.

A standpipe **92** is concentrically mounted within the inner bore of sleeve **80** in spaced apart relation to define a first axially extending outer annular fluid passage **94** between the standpipe's outer surface and sleeve **80**'s inner surface. Standpipe **92** is arranged to concentrically receive polished rod **26** therethrough in annularly spaced relation to define a second inner axially extending annular fluid passage **114** between the standpipe's inner surface and the polished rod's outer surface. Lower bearing cap assembly **86** includes a downwardly depending tubular housing portion **96** with a bore **98** formed axially therethrough which communicates with inner fluid passage **114**. The lower end of the standpipe is seated on an annular shoulder defined by a snap ring **102** mounted in a mating groove in inner bore **98** of the lower bearing cap assembly. The standpipe is prevented from rotating by, for example, a pin **104** extending between the lower bearing cap assembly and the standpipe. The upper end of the standpipe is received in a static or ring seal carrier **110** which is mounted in the upper end of sleeve **80**.

A plurality of ring seals or packings **116** are provided at the upper end of outer annular fluid passage **94** between a widened portion of the inner bore of sleeve **80** and outer surface of the standpipe **92**, and between the underside of seal carrier **110** and a compression spring **118** which biases the packings against seal carrier **110**, or at least towards the carrier if by chance wellhead pressure exceeds the force of the spring and the pressure in outer passage **94**. A bushing or labyrinth seal **120** is provided between the outer surface of the lower end of sleeve **80** and an inner bore of lower bearing cap assembly **86**. The upper end of inner fluid passage **114** communicates with the upper surface of packings **116**. As will be described below, pressurized fluid in outer fluid passage **94** and spring **118** act on the lower side of the packings, opposing the pressure exerted by the well fluid in passage **114** to prevent leakage.

The upper end of sleeve **80** is threadedly coupled to a drive cap **122** which in turn is coupled to a polished rod drive clamp **124** which engages polished rod **26** for rotation. A plurality of static seals **126** are mounted in static seal carrier **110** to seal between the seal carrier and the polished rod. O-rings **236** seal the static seal carrier **110** to the inside of sleeve **80**. As there is clearance between the upper end of standpipe **92** and seal carrier **110** for fluid communication between fluid passages **114** and **94**, there is some compliancy in the

standpipe's vertical orientation which allows it to adapt to less than perfect alignment of the polished rod.

A pressurization system is provided to pressurize outer annular fluid passage **94**. To that end, the lower bearing cap assembly includes a diametrically extending oil passage **130**. One end of passage **130** in the lower bearing cap is connected to the high pressure side of oil pump **72** by a conduit (not shown) and communicates with the lower end of outer annular passage **94**. The high pressure side of the pump is also connected to a pressure relief valve **133** which, if the pressure delivered by the pump reaches a set point, will open to allow oil to flow into passage **132** in the upper bearing cap assembly by a conduit (not shown) to lubricate bearings **88**. The other end of passage **132** in the upper bearing cap assembly communicates with a similar passage **134** in upper bearing cap **66** supporting drive shaft **54**. The fluid pressure supplied to passage **130** from pump **72** is maintained above the pressure at the wellhead. A pressure differential in the order of **50** to **500** psi is believed to be adequate although greater or lesser differentials are contemplated.

An enhancement to automatically adjust stuffing box pressure in relation to wellhead pressure is illustrated in **Figures 4 and 5**. A valve spool or piston **140** is mounted in a port **142** formed in the wall **144** of lower tubular portion **96** of lower bearing cap assembly **86**. An access cap **146** is threaded into the outer end of the port. A spring **148** normally biases spool **140** radially outwardly. As best shown in **Figure 5**, an axial fluid passage **150** communicates pump pressure to the left side of valve spool **140**. A second passage **152** connects to upper bearing cap **84**. The inner end of valve spool **140** communicates with wellhead pressure in bore **98**. The outer end of the spool communicates with pump pressure against the action of the spring and the wellhead pressure. The spool valve serves to maintain the fluid pressure applied to the first annular passage **94** greater than the well pressure in the second annular passage **114**.

In operation, when electric motor **18** is powered, the motor drives shaft **54** which, in turn, rotates drive gear **74** and driven gear **76**. Driven gear rotates sleeve **80** and drive cap **122** to rotate polished rod **26** via rod clamp **124**. Drive shaft **54** also operates oil pump **72** which applies fluid to outer fluid passage **94** at a pressure which is greater than the wellhead pressure in inner fluid passage **114**. This higher pressure is intended to prevent oil well fluids from leaking through the stuffing box and entering into drive head housing **52**. The pressure applied to outer annular passage **94** can be set by adjusting pressure relief valve **133** or in the enhanced embodiment of **Figure 4**, the spool valve automatically adjusts the pressure applied to outer fluid passage **94** in response to wellhead pressure. Excess flow which is not

required to the stuffing box can be released to the top bearings or gear mesh for lubrication. Sleeve **80**, packings **116**, spring **118**, static seals **126** and seal carrier **110** all rotate or are adapted to rotate relative to standpipe **92**. .

The labyrinth seal **120** between sleeve **80** and the main bearing cap **86** as shown in **Figure 3** is used in the present invention so that there is no contact and thus no wear between these parts in normal operation. However, it is difficult to manufacture a close fitting labyrinth due to run out which is common in all manufactured parts. Due to the difficulty of manufacture, a preferred embodiment of the labyrinth seal is a floating seal **229** which is compliantly mounted to main bearing cap **86** by studs **230** and locknuts **231** as shown in **Figure 6** and in greater detail in **Figure 7**. In this embodiment, sleeve **80** is shortened to provide clearance for the seal. Labyrinth seal **229** has clearance holes to receive studs **230** to allow movement of the seal in the horizontal plane. Lock nuts **231** are adjusted to provide a sliding clearance between seal **229** and the top surface of bottom bearing cap **86**. An O-ring **232** prevents the flow of oil between the labyrinth seal and the bottom bearing cap. The O-ring preferably has a diameter nearly equal to that of the labyrinth seal since this balances the hydraulic load on the labyrinth seal, reduces force on the lock nuts and allows the labyrinth seal to move and align itself more easily within rotating driven gear **76**. Due to typical diametral clearances of 0.002 to 0.005 inches between the stationary labyrinth seal and the rotating driven gear, leakage occurs. Due to hydrodynamic forces generated within the leaked oil by the rotation of the rotating member, similar to the principle of a journal bearing, the labyrinth seal tends to align itself in the center of the rotating component. The rotating component can be the driven gear as shown in **Figure 6**, the main bearing inner race as shown in **Figure 9**, sleeve **80** or a bushing fixed to the sleeve.

In some cases, pressurization of the stuffing box is not worthwhile economically but having the stuffing box mounted on the top of the drive head remains a service benefit. **Figure 8** shows a preferred embodiment of a stuffing box which can be serviced from the top of the drive but does not have outer annular passage **94** pressurized. In this embodiment, wellhead pressure is applied to inner annular passage **114**. Stuffing box spring **118** is placed between packing rings **116** and static seal carrier **110** eliminating the need for adjustment of the packing rings. Static seals **126** prevent escape of well fluids between polished rod **26** and static seal carrier **110**. O-rings **236** prevent escape of well fluids between static seal carrier **110** and the inner bore of sleeve **80**. Drive cap **122** is threaded onto sleeve **80** and transmits torque to polished rod clamp **124** to rotate polished rod **26**. Leakage past packing rings **116** flows into a lantern ring **239** which has radial holes **242** to communicate with radial holes **238** in sleeve **80** to drain the fluid for collection in the housing. Leakage of well fluids

the drive head is prevented by static O-rings **241** between the lantem ring and sleeve **80** and by dynamic lip seals **240** between lantem ring **239** and standpipe **92**.

In some cases, progressing cavity pump drives use a hydraulic motor rather than an electric motor. Use of hydraulic power provides an opportunity to simplify the drive system and the stuffing box pressurization which will be explained with reference to **Figure 9**, showing a preferred embodiment of a drive head driven by a hydraulic motor **233**. The drive head assembly **234** shown in this figure with hydraulic drive does not have a backspin retarder braking system since the braking action can be achieved by restricting the flow of hydraulic oil in the backspin direction. Additionally, the pressure from the hydraulic system can be used to pressurize the stuffing box, thus eliminating the need for oil pump **72**. Both simplifications affect the drive shaft from the motor since the braking system and the oil pump can be left out of the design thus reducing cost, size and complexity. In hydraulic drive head assembly **234**, hydraulic pressure on the input port of hydraulic motor **233** is diverted though a channel (not shown) to a pressure reducing valve **235**. The reduced pressure fluid is supplied to oil passage **130** in the lower bearing assembly to pressurize outer fluid passage **94**. The pressure reducing valve is set higher than the wellhead pressure in inner fluid passage **114** as in other embodiments.

As mentioned above, backspin from the windup in sucker rods **34** can reach destructive levels. The present drive head assembly can therefore advantageously incorporate a braking assembly to retard backspin, as will now be described in greater detail.

Referring to **Figures 10 - 13**, a centrifugal brake assembly **70** is comprised of a driving hub **190** and a driven hub **192**. Driving hub **190** is connected to the drive shaft **54** for rotation therewith. Driven hub **192** is mounted to freewheel around shaft **54** using an upper roller bearing **194** and a lower thrust bearing assembly **196**. One end of each of a pair of brake shoes **198** is pivotally connected to a respective driven hub by a pivot pin **200**. A pin **202** on the other end of each of the brake shoes is connected to an adjacent pivot pin **200** on the other respective brake shoe by a helical tension spring **204** so as to bias the brake shoes inwardly toward respective non-braking positions. Brake linings **206** are secured to the outer arcuate sides of the brake shoes for frictional engagement with the inner surface **208** of an encircling portion of drive head housing **52**. One end of each brake shoe is fixed to the driven hub by means of one of the pivot pins **200**. The other end of each shoe is free to move inwardly under the influence of springs **204**, or outwardly due to centrifugal force.

Referring to **Figures 12 and 13**, the driving and driven hubs **190** and **192** are formed with respective grooves **210** and **212**, respectively, in adjacent surfaces **214** and **216**, for receiving drive balls **218**, of which only one is shown. Groove **210** in driving hub **190** is

formed with a ramp or sloped surface **220** which terminates in a ball chamber **222** where it is intersected by a radial hole **209** in which the edge of the ball is located when drive shaft **54** rotates in a forward direction. Centrifugal force holds the ball radially outwards and upwards in the ball chamber by pressing it against radial hole **209** so there is no ball motion or contact with freewheeling driven hub **192** while rotation is in the forward direction. When the drive shaft rotates in the reverse direction, the ball moves downward to a position in which it engages and locks both hubs together.

When the drive head starts to turn in the forward direction, the ball **218** rests on driven hub **192**. The edge **211** of ball chamber **222** pushes the ball to the right and causes it to ride up ramped surface **215**. As the speed increases, the ball jumps slightly above the ramp and is thrown up into ball chamber **222**, where it is held by centrifugal force as shown in **Figure 12**.

When the electric motor turning the drive head is shut off, the drive head stops and ball **218** drops back onto driven hub **192** as windup in the sucker rod begins to counter or reverse rotate the drive head, which transmits the reverse rotation to drive shaft **54** through sleeve **80** and driven gear **76**. More specifically, sloped surface **220** of driving hub **190** pushes the ball to the left until it falls into groove **212** of the driven hub. The ball continues to be pushed to the left until it becomes wedged between the spherical surface **213** of the driving hub and the spherical surface **217** of the driven hub thus starting the driven hub and thereby the brake shoes turning. This position is illustrated in **Figure 13.** The reverse ramp **220** of driving hub **190** serves an important function associated with the centrifugal brake. The centrifugal brake has no friction against housing surface **208** until the brake turns fast enough to overcome brake retraction springs **204**. If the driving hub generates a sufficient impact against driven hub **192** during engagement, the driven hub can accelerate away from the driving hub. If the driving hub is itself turning fast enough, the ball can rise up into ball chamber **222** and stay there. By adding reverse ramp **220**, the ball cannot rise up during impact and since the ramp is relatively long, it allows driving hub **190** to catch up to driven hub **192** and keep the ball down where it can wedge between the driving and driven hubs.

Brake assembly **70** is preferably but not necessarily an oil brake with surface **208** (which acts as a brake drum) having, for example, parts for oil to enter or fall into the brake to reduce wear.

As will be appreciated, energy from the recoiling sucker rod is transmitted to brake **70** to safely dissipate that energy non-destructively.

A further aspect of the present invention is the provision of a polished rod lock out clamp **160** for use in securing the polished rod when it is desired to service the drive head. The clamp may be integrated into the drive head or may be provided as a separate assembly, which is secured to and between the drive head and a flow tee. **Figures 14-17** illustrate two embodiments of a lock-out clamp.

As shown, in each embodiment, the clamp includes a tubular clamp body **162** having a bore **164** for receiving polished rod **26** in annularly spaced relation therethrough. A bushing **166** is mounted on an annular shoulder **168** formed at the bottom end of bore **164** for centering the polished rod in the housing. Flanges **167** or threaded connections depending on the application are formed at the upper and lower ends of the housing for bolting or otherwise securing the housing to the underside of the drive head and to the upper end of the flow tee. The clamp includes two or more equally angularly spaced clamp members or shoes **170** about the axis of the housing/polished rod. The clamp shoes are generally in the form of a segment of a cylinder with an arcuate inner surface **172** dimensioned to correspond to the curvature of the surface of the polished rod. Arcuate inner surfaces **172** should be undersize relative to the polished rod's diameter to enhance gripping force. In the embodiment of **Figures 14** and **15**, spring means **174** are provided to normally bias the clamp members into an un-clamped position. In the embodiment of **Figures 16 and 17**, the ends of bolts 176 are generally T-shaped to hook into correspondingly shaped slots **171** in shoes **170** to positively retract the shoes without the need for springs **174**.

Clamp shoes **170** are actuated by radial bolts **176**, for example, to clamp the polished rod such that it cannot turn or be displaced axially. The lock out clamp may be located between the flow tee and the bottom of the drive head. Alternately, it can be built into the lower bearing cap **86** of the drive head.

In some applications it is preferable not to restrict the diameter through the bore **164** of the lock out clamp so that the sucker rods can be pulled through the clamp **160**. In this embodiment of the polish rod clamp as shown in **Figure 18 and 19**, where like numerals identify like elements, two opposing radial pistons **182** are actuated by bolts **184** to force the pistons together and around polish rod **26**. The polish rod is gripped by arcuate recesses **186**, which are preferably made undersize relative to the polished rod to enhance gripping force.

In a further embodiment of the polished rod lock out clamp, the clamping means are integrated with a blow out preventer **180**, shown in **Figures 20** and **21**. Blow out preventers are required on most oil wells. They traditionally have two opposing radial pistons **182** actuated by bolts **184** to force the pistons together and around the polish rod to effect a seal.

The pistons are generally made of elastomer or provided with an elastomeric liner such that when the pistons are forced together by the bolts, a seal is formed between the pistons, between the pistons and the polish rod and between the pistons and the piston bores. Actuation thus serves as a means to prevent well fluids from escaping from the well.

In accordance with the present invention, an improved blow out preventer serves as a lock out clamp for well servicing. In order to serve this purpose, the pistons must be substantially of metal which can be forced against the polished rod to prevent axial or rotational motion thereof. The inner end of the pistons is formed with an arcuate recess **186** with curvature corresponding substantially to that of the polished rod. Enhanced gripping force can be achieved if the arcuate recess diameter is undersize relative to the polished rod. The sealing function of the blow out preventer must still be accomplished. This can be done by providing a narrow elastomeric seal **188** which runs across the vertical flat face of the piston, along the arcuate recess, along the mid height of the piston and then circumferentially around the piston. Seal **188** seals between the pistons, between the pistons and the polish rod and between the pistons and the piston bores. Thus, well fluid is prevented from coming up the well bore and escaping while the well is being serviced, as might be the case while the stuffing box is being repaired. By including the sealing function of the BOP with clamping means, one set of pistons can accomplish both functions, enhancing safety and convenience without increasing cost or size.

The above-described embodiments of the present invention are meant to be illustrative of preferred embodiments and are not intended to limit the scope of the present invention. Various modifications, which would be readily apparent to one skilled in the art, are intended to be within the scope of the present invention. The only limitations to the scope of the present invention are set forth in the following claims appended hereto.